



**Fiscal Note**  
**H.B. 209 3rd Sub. (Cherry)**  
2021 General Session  
Vehicle Registration Fee Revisions - As  
Amended  
by Christofferson, K. (Christofferson, Kay.)



**General, Education, and Uniform School Funds**

JR4-4-101

|                           | Ongoing | One-time | Total |
|---------------------------|---------|----------|-------|
| Net GF/EF/USF (rev.-exp.) | \$0     | \$0      | \$0   |

**State Government**

UCA 36-12-13(2)(c)

| Revenues                      | FY 2021 | FY 2022       | FY 2023       |
|-------------------------------|---------|---------------|---------------|
| Transportation Fund           | \$0     | \$9,390,800   | \$9,390,800   |
| Transportation Fund, One-time | \$0     | \$(8,344,500) | \$(6,975,500) |
| Total Revenues                | \$0     | \$1,046,300   | \$2,415,300   |

Enactment of this legislation could increase revenue to the Transportation Fund by up to \$1,170,200 in FY 2022 and \$2,515,300 ongoing beginning in FY 2023 due to the increased fees for hybrid and alternative fuel vehicles. Enactment of this legislation could increase revenue to the Transportation Fund by up to \$9,490,800 after full implementation in FY 2026. Enactment of this legislation could decrease Transportation Fund revenue generated by the Road Usage Charge Program by an anticipated \$123,900 in FY 2022 and \$100,000 in FY 2023 as the road usage charge gradually phases to \$0.015 per mile for alternative fuel vehicles. These vehicles in the Road Usage Charge Program would pay up to the flat registration fee's value based on their miles driven.

| Expenditures                  | FY 2021 | FY 2022   | FY 2023 |
|-------------------------------|---------|-----------|---------|
| Transportation Fund, One-time | \$0     | \$150,000 | \$0     |
| Total Expenditures            | \$0     | \$150,000 | \$0     |

Enactment of this legislation could cost the Department of Transportation a one time expenditure of \$150,000 from the Transportation Fund in FY 2022 to implement significant changes to the RUC (Road Usage Charge) system.

|               | FY 2021 | FY 2022   | FY 2023     |
|---------------|---------|-----------|-------------|
| Net All Funds | \$0     | \$896,300 | \$2,415,300 |

**Local Government**

UCA 36-12-13(2)(c)

Enactment of this legislation likely will not result in direct, measurable costs for local governments.

**Individuals & Businesses**

UCA 36-12-13(2)(c)

Enactment of this legislation would increase registration fees on an estimated 73,000 alternative fuel vehicles. Individuals owning alternative fuel vehicles would pay an aggregated \$1,170,200 more in registration fees in FY 2022 and \$2,515,300 more beginning in FY 2023. After full implementation, individuals owning alternative fuel vehicles would pay an aggregated \$9,490,800 more in registration fees beginning in FY 2026. Enactment of this legislation would increase alternative fuel registration fees per vehicle for a full year registration by approximately \$19.50 for a hybrid vehicle and approximately \$72.75 for a plug in hybrid vehicle. Enactment of this legislation would lower road usage charges for any vehicles in the Road Usage Charge program by \$0.005 and then gradually phase those charges up by \$0.001 per year over a five year period.

**Regulatory Impact**

UCA 36-12-13(2)(d)

Enactment of this legislation could result in a small increase in the regulatory burden for Utah residents or businesses.

**Performance Note**

JR4-2-404

No performance note required for this bill

**Notes on Notes**

Fiscal notes estimate the direct costs or revenues of enacting a bill. The Legislature uses them to balance the budget. They do not measure a bill's benefits or non-fiscal impacts like opportunity costs, wait times, or inconvenience. A fiscal note is not an appropriation. The Legislature decides appropriations separately.